

# Rezoning Transportation Analysis

Petition Number: 2020-118

General Location Identifier: Tax ID. 10501221

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## Revision Log:

Date	Description
09-03-20	First Review
01-20-21	Second Review
02-23-21	Third Review
03-25-21	Fourth Review

## General Review Information

The site is located on Shorthorn Street (Local Road, City-maintained), District Drive (Local Road, State-maintained) and W.T. Harris Blvd (Class 2 Thoroughfare, State-maintained) and outside Route 4. This site overlaps the approved Rezoning Petition 2005-024. The site is located within the Northeast Corridor in the Eastside Strategy Plan and Newell Small Area Study areas.

The Newell Area Plan (pg. 45) recommendations are as follows:

- Create a functional pedestrian and bicycle system for Newell.
- Provide new neighborhood streets that connect existing neighborhoods to one another and the proposed Newell Village Center.
- Improve key intersections for safe pedestrian access

## Active Projects Near the Site:

- There are no Active Projects near this site

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*CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the Transportation Action Plan (TAP), Vision Zero, Urban Street Design Guidelines (USDG), Center, Corridor and Wedges, Charlotte BIKES, Traffic Impact Study Guidelines and Charlotte WALKS. With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.*

*This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.*

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

The site is located on Shorthorn Street (Local Road, City-maintained), District Drive (Local Road, State-maintained) and W.T. Harris Blvd (Class 2 Thoroughfare, State-maintained). W.T. Harris Blvd is a Controlled Access road where access points are limited to predetermined locations reviewed by a State-run board and is, therefore, subject to NCDOT's standards and requirements. This project was initially

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submitted as a conventional rezoning but has been resubmitted as a conditional rezoning to allow for the review of a site plan. The initial site plan submitted on January 2021 proposed three (3) driveways off Shorthorn Street. In order to minimize impacts to Shorthorn Street, the developer revised the site plan to limit access points to two (2) driveways on Shorthorn Street. The northmost proposed access is shown at approximately 100 feet south of Aubrac Lane. The petitioner commits to constructing an 8-foot sidewalk with an 8-foot planting strip along Shorthorn Street, per Chapter 20 Subdivision ordinance, supporting the creation of safe pedestrian connections in accordance with the Newell Area Plan and the Charlotte WALKS Policy. The site plan also commits to dedicating a 35.6-foot right-of-way from the centerline of Shorthorn Street and District Drive. All CDOT's comments have been addressed.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	-
Entitlement with Current Zoning	Office (O-1, 9.04 Acres)	90,400 SF	965	General Guidance from Planning
Proposed Zoning	Townhomes (R-12MF, 9.04 Acres)	108 Units	780	General Guidance from Planning
Proposed Zoning	Townhomes	98 Units	705	Site Plan: 1/6/2021

Please provide responses to our comments.

## Outstanding Issues

**Strikeout = Not an outstanding issue**

- ~~1. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition as it is below the threshold of 2,500 trips. If the site generates more than 2,500 daily trips, a traffic study will be required during the permitting process.~~
- ~~2. **New Comment per site plan submitted on January 20, 2021:** Revise site plan and conditional note(s) to commit to dedicate 35.6' minimum right-of-way from the centerline of Shorthorn Street and District Drive. The site plan shall label and dimension the right-of-way from the road centerline.~~
- ~~3. **New Comment per site plan submitted on January 20, 2021:** The proposed dwelling units exceeds 12 per acre. Per Chapter 20 Subdivision ordinance, site plan and conditional note(s) revisions are needed to commit to construct an 8-foot planting strip, and 8-foot sidewalk along Shorthorn Street. The wider sidewalk also meets the Charlotte WALKS Policy. The site plan shall label and dimension both items from the back of curb and gutter.~~
- ~~4. **New Comment per site plan submitted on January 20, 2021:** Add a site plan note specifying dedication and fee simple conveyance of all rights-of-way to the City before the site's first building certificate of occupancy is issued is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~
- ~~5. **New Comment per site plan submitted on January 20, 2021:** Add a site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate~~

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~~of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~

## Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as appropriate.

1. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation on NCDOT maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.